Commitment to Customer Satisfaction

Toyo Tire (USA) Corporation values your safety and customer satisfaction with the highest priority among all the activities we perform. We members of the Toyo Team are totally committed to providing our customers the highest quality tires and service.

As a quality manufacturer of premium tires for over 60 years, our objective is that your confidence in our products remains a lifelong achievement.

Resources for Safety and Performance

Toyo Tire has prepared this users guide to familiarize you with the care of your tires and their warranty. Toyo Tire realizes the tires on your recreational vehicle represent a substantial investment in both cost and your safety. We appreciate your considering and purchasing our product. Keep this guide in your recreational vehicle for easy and quick reference. In this valuable users guide you will find the following important information:

Care and Use of Your Toyo Tires

Your tires are a precisely engineered product designed for specific applications and use. The tire functions as the sole contact between the vehicle and the road. Therefore, it must provide several different functions in order for your recreational vehicle to handle properly. Most important are traction while moving, grip when steering or stopping, and a comfortable ride for you and your passengers. The Toyo tires on your recreational vehicle are designed for highway use and must be properly maintained in order to maximize tire life and to provide a safe mode of transportation. Always keep your tires clean and properly inflated.

The following maintenance topics will provide you with important tire care instructions that can be performed by the RV owner.

AIR PRESSURE

The Importance of Proper Air Pressure

The amount of air pressure in a tire determines the load that can be carried safely. Every Toyo tire will have the maximum load and inflation molded into the sidewall of the tire. This load and inflation ratio should never be exceeded. Tires for RV applications are subject to a variety of severe conditions when compared to automobiles or trucks. Underinflation of a tire can cause poor handling, irregular wear, and decreased fuel economy. It also causes extreme heat build-up within the components of the tire which can lead to failure.

What Air Pressure Should Be Used?

The pressure your tires require is determined by the vehicle manufacturer in conjunction with the tire manufacturer and is based on the vehicle's gross axle load.


MFD. BY: BEAVER MOTOR COACHES 20545 Murray Road Bend, Oregon
DATE OF MFG: OCT. 1997
INC. VEH. MFG. BY: MAGNUM MFG.
DATE OF INC. MFG: SEPT. 1997
G.V.W.R. 30,000 lbs. (13,608 kgs.)

G.A.W.R.	WEIGHT	RIMS	TIRES	P.S.I.
FRONT	11,000 lbs. 4,993 kgs.	7.5 x 22.5	275/70R	100
REAR	19,000 lbs. 8618 kgs.	7.5 x 22.5	275/70R	90

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT IN: OCT. 1997
V.I.N. 4SLC3KP36W1151587
TYPE: MULTI-PURPOSE PASSENGER VEHICLE

Every vehicle is required by federal regulations to include a tire information placard. This placard may also be referred to as the tire certification label or federal tire tag. Vehicle manufacturers are required by federal motor vehicle safety standards (FMVSS) to apply tires of a suitable size, load range and inflation pressure (as shown on the tire information placard) that are capable of supporting no less than the gross axle weight rating (GAWR). Consequently, the vehicle manufacturer's specified tire inflation pressure is not arbitrary; it is established by federal safety regulations (ref: Code of Federal Regulations 49, 571.120, and Part 567).

Toyo Tire recommends that you maintain your vehicle's cold tire pressure to the pressure specified on the vehicle tire information placard.

Consult the owner's manual for the placard position. In most cases it is placed on the bulkhead at the left of the driver's seating position.

⚠ Inflation Pressure Safety Margin

Toyo Tire does not recommend an "inflate-to-the-load" policy for RV tires. Tires that are inflated to accommodate the vehicle's actual loads do not have any inflation safety margin. Consequently, even a minor loss of air pressure will cause the tires to be under-inflated and overloaded. Toyo Tire's policy is to observe (as a minimum) the tire pressure established by the vehicle manufacturer as indicated on the tire information placard. There are multiple reasons why a safety margin (by inflation) makes sense:

- All tires lose about 1-1.5 PSI per month due to natural permeation of the tire's internal air pressure through the tire's rubber membrane.
- In the event of slow air leaks from punctures, an inflation "reserve" may allow detection and repair of the leak prior to reaching a dangerously low inflation level.
- A safety margin is prudent for users who are apathetic regarding tire inflation maintenance.

Check Cold Tire Inflation Pressure Prior To Driving

The cold tire inflation pressures of each wheel should be checked at least once per week with an accurately calibrated air gauge, and any corrections in cold tire inflation pressure should be made prior to a trip. "Cold" means that the tires are at the same temperature as the surrounding air, such as when the vehicle has been parked overnight. Never bleed air from a tire that has been run. It is normal for a tire's inflation pressure to increase (hot inflation pressure) after running (for example 30 minutes or more driving time).

Tire Air Pressure Loss

As noted above, all tires lose air at the rate of 1-1.5 PSI per month due to natural permeation of the air through the tire's rubber membrane. Always check the cold inflation pressure of any vehicle that has not been driven for several weeks, and re-inflate the tires to the placard pressure before driving.

Tire pressure is affected by the ambient temperature to the extent of approximately 1 PSI per 10-degree (F) change in temperature. As an example, a 20-degree (F) drop in temperature will result in a 2-PSI drop. A 20-degree (F) increase in ambient temperature will result in a 2-PSI increase. As ambient temperatures drop, tire pressures should be checked and the air pressures increased as required.

Aside from tire pressure fluctuations due to ambient temperature, any unexplained air loss of 1 PSI or more per week should be investigated for the cause(s), which could linclude a nail puncture, leaking valve stem, etc., and corrected prior to driving.

⚠ Tire Pressure Monitoring Systems (TPMS)

The warning telltale level of any TPMS must never be set or calibrated to a level of inflation that is below that required to carry the tire's actual load. Consult the tire manufacturer's tire load and inflation tables. Toyo load and inflation charts may be accessed on our web site at www.toyo.com.

Dual Tire Air Pressure

Dual tires must be inflated to the same pressure. For vehicles equipped with dual tires on the rear axles, it is often difficult to check the pressure of the inner tire. Sometimes the valve is difficult to see. Extension hoses should be fitted securely to the valve to solve this problem. Your air gauge should also have a double, angled foot. This will make checking the inner tire much easier. Please consult your tire specialist for help with these items.

Air Compressor Capacity

For vehicles equipped with air compressors, some compressors may not be capable of inflating the tire to the required inflation pressure. In this case, consumers should take their vehicle to a retail tire shop or commercial vehicle repair shop with a higher capacity air compressor.

RV WEIGHT

How To Determine the Accurate Loaded Weight of Your RV

Consumers should make themselves aware of the loaded weight on each axle and wheel position of their vehicle and achieve as equal a distribution of side-to-side weight as possible by redistributing cargo or payload as required. This can be determined by weighing each wheel position of the vehicle on a public scale. In any case, where vehicle axle loads exceed the loads stated on the vehicle placard, all attempts should be made to reduce the vehicle's weight prior to driving

A vehicle must never be operated when the loaded weight of any axle exceeds the GAWR, nor should any vehicle be operated when the actual loaded weight exceeds the gross vehicle weight rating (GVWR).

Consumers should be aware of their vehicle's "Cargo Carrying Capacity" (CCC). CCC is found in the owners manual or from the vehicle manufacturer. In cases where the CCC is exceeded, all attempts should be made to reduce the vehicle's weight. Because of many chassis and optional equipment differences, it is possible for an RV to be within its Gross Vehicle Weight Rating (GVWR) but overloaded when taking into consideration the weight of each wheel position.

Toyo Tire recommends taking your RV to a public scale for weighing the vehicle. Please make sure you weigh your RV with the maximum weight you will carry, including fuel, water, propane, passengers, provisions, cargo and anything else you will be taking on your journey. Any towed vehicles should be included in the weighing.

Scales can often be found at truck stops, RV parks, and many state agencies governing transportation. There are several different types of scales in use today:

- Platform scale can weigh the entire RV.
- Segmented platform scale can weigh each axle individually (provides Gross Axle Weight or GAW) and also gives a total Gross Vehicle Weight (GVW).
- Single axle scale weighs one axle at a time.

The worksheets on pages 8 and 9 can be used for determining your loaded weight by wheel position using a conventional platform scale. If there is a difference between one side of the RV versus the other, the load must be redistributed so weights are as even as possible. As stated, you can be overloaded by specific wheel position, as well as one side compared to another. Such a situation can cause stresses on tires, wheels, and other components.

Out of Balance Loading

It is possible to be within the vehicle's Gross Vehicle Weight Rating (GVWR) yet still have overloaded axle ends or tires. Many RVs are out of balance from front to rear or from side to side. Uneven loading can cause tires at one end of an axle to be overloaded. After weighing your RV using the steps above, it may be necessary to remove some content to reduce total weight and to redistribute other contents to achieve more equal loading of each axle end.

INSPECTION & CARE

Proper Inspection and Storage of Tires

Before taking your RV on a trip, make it a practice to inspect the overall condition of your tires and inflate the tires to the proper air pressure, especially when removing it from a long period of storage. A thorough check should include both inside and outside sidewalls, tread area, and the condition of hardware such as valve stems, valve caps, and wheels. The tread should be checked for any unusual wear, cracking, penetrations, and/or cuts. An uneven wear pattern can indicate misalignment or worn suspension parts. Check for any type of condition or damage that might result in failure.

Since many RVs are used seasonally and sometimes stored for extended times, it is possible that tires will take many years to wear out. Tires, as any rubber product, will age over time. If tires show cracking in the sidewall or tread surface that is more than 2/32nds, they should be replaced before your next trip or vacation. Store your RV in a cool, dry area away from major heat sources and extreme cold. An enclosed area is best with no exposure to electromagnetic sources such as generators or transformers. If you must keep your RV outside, cover your tires from direct sunlight.

Take your RV to your Toyo Tire dealer for service to check or correct any of these conditions.

Tire Damage and Aging (Non-Commercial Use)

Vehicle operating conditions and tire maintenance practices vary widely. Tires should be routinely checked for damage or signs of fatigue or aging. This should be done at scheduled vehicle maintenance intervals and preferably on a lift so that the tires can be thoroughly inspected by a tire professional.

Tire longevity is extremely dependent on factors such as air pressure maintenance. It is recommended that tires be thoroughly examined by a tire professional after reaching five years of service. Even tires with serviceable tread remaining may require replacement prior to wearing out. Tires which have reached a remaining tread depth of 4/32nd should be replaced.

The age of your tire can be determined by reading the sidewall. Every tire has a 10 or 11 digit DOT (Department of Transportation) identifying number on one sidewall. The last 3 or 4 digits are the most important to you. Older tires have 3 digits, the first two identifying the week of manufacture and the third digit the year when the tire was made. Tires made between 1990 and 1999 may have a triangle alongside the numbers. As from January 2000 4 digits are used, the first two give the week of manufacture and the last two digits tell the year the tire was made. The example tire shown was made in week 2 for January 2004.

Tire Inspection & Tire Rotation

The practice of rotating tires on multi-purpose vehicles should take into consideration any past under-inflation of tires. Any tire that has been run under-inflated for any length of time may have become dangerously fatigued (damaged internally) and subject to sudden failure. The term 'under-inflation' may be defined as the operation of any tire below an inflation level required to support the tire's actual load (according to tire load and inflation charts).

Toyo Tire recommends that any tire that was known to be or suspected of being run under-inflated or overloaded should be dismounted and fully inspected by a qualified tire professional for any damage or indications of fatigue before being rotated or returned to service. If there is any doubt about the condition of the tire, it should be replaced.

Tire Mixing

Toyo Tire recommends that tires of different construction not be used on any RV. For instance, the use of bias and radial type tires on the same vehicle can cause serious handling problems that compromise safety. Different sizes should never be applied on the same axle pairs. Tire design must be similar so that consistent handling will not be affected. Consult your RV manufacturer for specific information.

Tire Dual Spacing & Matching

Tire dual spacing is the distance between the centerlines of tires fitted on dual wheel positions and is dependent on the wheel offset. The space between the tires allows air to circulate to cool the tires and prevents the tires rubbing together which can cause damage to the sidewalls and eventually lead to failure. All tire sizes have minimum dual spacing values. Consult the tire manufacturer for dual spacing information.

Tires mounted in dual positions must be matched so that the maximum difference in diameters is less than 1/4" or a circumferential difference of 3/4". Mismatched tires can lead to rapid wear and excessive tire fatigue because the tire with the larger diameter will be carrying more of the load.

TIRE REPLACEMENT & REPAIR

A tire with added load capacity could provide a more comfortable ride quality, but it should be inflated to placard pressure. If there is a reason to replace your tires with a different size, make sure the following checks are made before the purchase:

- Does the replacement tire have the load capacity that is needed for the vehicle, and will it fit properly inside the wheel well without interference or rubbing? Also, are the current rim width and diameter compatible with the replacement tire?
- Will the overall diameter difference affect the speedometer, antilock braking system, or transmission shift system?
- Is there enough dual spacing offset for the rear wheel positions?

Consult your RV manufacturer or Toyo Tire dealer for more information. Always follow instructions in the vehicle owner's manual regarding maintenance and safety.

Replacement tires should be of the same (or greater) ply rating, load range, or load and speed index as the original tires.

⚠ Tire Speed Ratings

Many tires have speed ratings indicated on the tire sidewall. This speed rating indicates the maximum speed the tire can be operated at the correct load and inflation pressure. Tires designated as 'LT' tires and medium-duty truck tires have less resistance to heat build-up compared to passenger tires, and they are more susceptible to internal damage and fatigue if they are run under-inflated, overloaded, or in excess of their (rated) speed capability.

Driving at sustained high speeds with under-inflated and/or overloaded tires may lead to immediate tire failure. Driving in excess of the tire's speed capability, even if properly inflated, may result in sudden tire failure.

Consult the tire manufacturer regarding the speed limitation of the size and type of tire you are using. It is the driver's responsibility not to exceed posted speed limits. See chart on page 15 for data on tire load and speed ratings.

Proper Tire Repair

If a tire receives an injury and needs repair, it is up to a tire professional to determine if the tire is repairable. Toyo Tire recommends you make sure the repair facility follows these guidelines:

- A repair may only be made between the shoulders and be no more than 3/16" in diameter. Repairs to the sidewall or shoulder buttress should not be made. The injury/penetration must be straight and not affect any other portions or components of the tire. Be sure to inspect the tire for any other signs of damage such as run low, run flat, cutting, chipping, and/or separation. Such damages are not repairable and require the tire to be removed from service.
- Always make sure that the proper materials are used to fill the injury. Combination plug/patch repairs are the recommended types since they cement to the inner liner and seal the injury with a stem. Therefore, the repair procedure requires that the tire be dismounted from the wheel and repaired from the inside out. Dismounting the tire will enable inspection for internal damage. Repairs that are applied from the exterior of the tire such as plugs or sealants are not recommended.

Toyo Tire does not recommend that repaired tires be used on the steering axle.

⚠ Tire Heat Build-up

A tire's worst enemy is heat. Heat generation can be caused by high ambient temperatures, overloading, under-inflation, driving in excess of the tire's speed capability, or heat generated by frequent or prolonged braking. Excessive heat generation will cause the tire components and chemical bonds to break down, leading to sudden failure. Tires are much more susceptible to failure when operating in high ambient temperature. This is especially true for tires that are designated as 'LT' tires that may be used on class C motor homes or medium-duty truck tires as commonly used on class A motor homes.

Toyo Tire recommends that extra precautions be taken when operating in high ambient temperatures:

- Make sure that all tires are properly inflated to the vehicle manufacturer's specifications, according to the installed tire information placard.

- Never exceed the tire's speed capability as specified by the tire manufacturer or as indicated on the tire sidewall (see section on tire speed ratings).

For motor homes that experience prolonged periods of frequent braking (such as on a long downhill drive), heat generated from the brakes may contribute to tire over-heating.

Any tire which has become over-heated due to high-speed running, under-inflation, overloading, or from the excessive use of the brakes may suddenly explode. Never approach or attempt to work around a tire that has become over-heated.

⚠ Sudden Tire Vibration

A sudden tire vibration while running may be an indication that your tires are separating and about to fail. If you experience a sudden tire vibration you should pull over and stop as soon as possible. If you can see any signs of tread, shoulder or sidewall bulging, bubbles, or any unusual conditions, the tires should be replaced prior to driving again. Have the tires inspected by a tire professional at the earliest possible moment.

⚠ DRIVING YOUR RV

Recreational vehicles give completely different driving experiences compared to passenger cars. Toyo Tire recommends you take part in a recognized driving course for these types of vehicles to become fully familiar with their handling characteristics in all situations.

⚠ SAFETY WARNING

To avoid serious injury and/or property damage:

- Only specially trained persons should mount and dismount tires.
- Always use an OSHA-approved safety cage when inflating a dismounted RV tire. Use an extension hose with air gauge and clip-on chuck when inflating the tire. Never stand, lean or reach over the assembly during inflation.
- Always make sure that the tire rim diameter and the rim/wheel diameter are identical.
- Use rims that are approved for radial tires when mounting radials.
- Do not attempt to mount and inflate a tire on a rim that is damaged or bent.
- Never introduce flammable substances to the interior of any tire during the mounting process or during inflation.
- Never run tires in excess of their rated speed.
- Never overload or under-inflate your tires.
- Never exceed the maximum load or inflation limit of the rim/wheel.
- Never drive on smooth or worn out tires.

Remember that any tire, no matter how well constructed, may fail if improperly cared for or abused. Tire failures create the risk of personal injury and/or property damage.

HOW TO FIND A TOYO DEALER

For technical assistance or the location of the nearest Toyo Tire dealer, contact the Consumer Relations department at (800) 442-8696 or visit our dealer locator on our website at www.toyo.com. (In Canada, visit www.toyocanada.com for dealer locations.)

Procedures for Weighing Your Recreational Vehicle

Single Axle RV

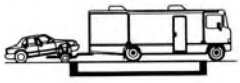
Fill in this information from your owner's manual

Front Axle GAWR	GVWR	Rear Axle GAWR	GCWR - GVW

SCALE WEIGHT

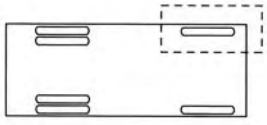
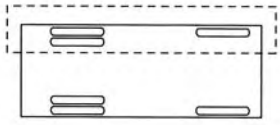
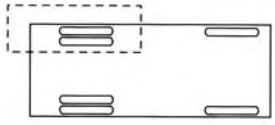
Optional Tow Weight






STEP 1 Front Axle GAW	STEP 2 GVW	STEP 3 Rear Axle GAW	STEP 3a Tow Weight minus Weight of Trailer or Vehicle Towed

INDIVIDUAL WHEEL POSITION WEIGHT

STEP 4 Left Front Wheel Position Calculated	STEP 5 Left Side (Total LF + LR) Calculated	STEP 6 Left Rear Wheel Position Calculated
Right Front Wheel Position Step 1 minus Step 4	Right Front (Total RF + RR) Step 2 minus Step 5	Right Rear Wheel Position Step 3 minus Step 6
Tire Load and Inflation from Placard*		Tire Load and Inflation from Placard*

GAWR = Gross Axle Weight Rating
GVWR = Gross Vehicle Weight Rating
GCWR = Gross Combination Weight Rating

* If no placard is present, please consult vehicle owners manual or vehicle manufacturer for correct information

Tandem Axle RV

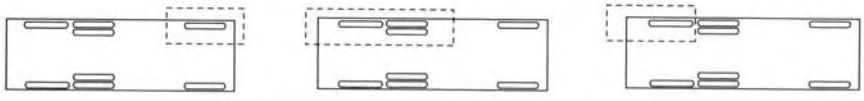
Fill in this information from your owner's manual

Front Axle GAWR	GVWR	Drive Axle GAWR	Tag Axle GAWR

SCALE WEIGHT

STEP 1 Front Axle GAW	STEP 2 GVW	STEP 3 Rear Axle GAW	STEP 3a Tag Axle GAW	STEP 3b Drive Axle GAW Calculated Step 3 minus Step 3a

INDIVIDUAL WHEEL POSITION WEIGHT - SCALE WEIGHT



STEP 4 Left Front Wheel Position Calculated	STEP 5 Left Rear Wheel (Drive & Tag) Calculated	STEP 6 Left Tag Wheel Position Calculated	STEP 6a Left Drive Wheel Position Calculated Step 5 minus Step 6

Right Front Wheel Position Step 1 minus Step 4	Right Rear Wheel (Drive & Tag) Step 3 minus Step 5	Right Tag Wheel Position Step 3a minus Step 6	Right Drive Wheel Position Calculated from Right Rear Drive & Tag minus Right Tag Positions

Tire Load and Inflation from Placard*		Tire Load and Inflation from Placard* (If Duals Multiply by 2)	Tire Load and Inflation from Placard* (If Duals Multiply by 2)

GAWR = Gross Axle Weight Rating
GVWR = Gross Vehicle Weight Rating

* If no placard is present, please consult vehicle owners manual or vehicle manufacturer for correct information

Rim Width and Dual Spacing (Inches)

Tire Size	Approved Rim	Dual Spacing
LT225/75R16	6.00-7.00	10.20
LT215/85R16	5.50-7.00	9.88
LT235/85R16	6.00-7.00	10.75
8R19.5	5.25-6.75	9.10
225/70R19.5	6.00-6.75	10.00
245/70R19.5	7.50	10.98
255/70R22.5	7.50-8.25	11.30
275/70R22.5	7.50-8.25	12.20
245/75R22.5	6.75-8.25	10.98
265/75R22.5	7.50-8.25	11.61
295/75R22.5	8.25-9.00	13.19
315/80R22.5	9.00	13.95
9R22.5	6.00-6.75	10.30
10R22.5	6.75-7.50	11.40
11R22.5	7.25-8.25	12.50
12R22.5	8.25-9.00	13.50
295/80R22.5	8.25-9.00	13.30
285/75R24.5	8.25	12.52
11R24.5	8.25	12.50

Source: Toyo Technical Data Book (Japan)

Limited Warranty Adjustment Policy

See specific warranty for terms.

- Passenger Tire and Light Truck Limited Warranty & Owner's Manual (Item Number 0180285)
- Truck Tire Limited Warranty and Casing Policy (Item Number 0180202)

To request a copy of the warranty booklet that is appropriate for your tires, send an email to rvwarranty@toyotires.com including the name or model number of the tire. Or call Customer Relations at 800-442-8696.

Speed Symbol and Load Index

The Speed Symbol indicates the speed at which the tire can carry a load corresponding to its Load Index under service conditions specified by the tire manufacturer.

Speed Symbol	Speed (km/h)	Speed (mph)	Speed Symbol	Speed (km/h)	Speed (mph)
A1	5	3	K	110	68
A2	10	6	L	120	75
A3	15	9	M	130	81
A4	20	12	N	140	87
A5	25	16	P	150	93
A6	30	19	Q	160	99
A7	35	22	R	170	106
A8	40	25	S	180	112
B	50	31	T	190	118
C	60	37	U	200	124
D	65	40	H	210	130
E	70	43	V	240	149
F	80	50	W	270	168
G	90	56	Y	300	186
J	100	62	ZR*	Open Ended	Open Ended

* Consult tire manufacturer for top speed capability.

The Load Index is a numerical code associated with the maximum load a tire can carry at the speed indicated by its Speed Symbol under service conditions specified by the tire manufacturer.

LI	kg	lbs	LI	kg	lbs	LI	kg	lbs	LI	kg	lbs
40	140	309	80	450	992	120	1400	3086	160	4500	9918
41	145	320	81	462	1016	121	1450	3196	161	4625	10194
42	150	331	82	475	1045	122	1500	3306	162	4750	10469
43	155	342	83	487	1071	123	1550	3416	163	4875	10745
44	160	353	84	500	1100	124	1600	3526	164	5000	11020
45	165	364	85	515	1133	125	1650	3637	165	5150	11351
46	170	375	86	530	1166	126	1700	3747	166	5300	11681
47	175	386	87	545	1201	127	1750	3857	167	5450	12012
48	180	397	88	560	1234	128	1800	3967	168	5600	12342
49	185	408	89	580	1278	129	1850	4077	169	5800	12783
50	190	419	90	600	1322	130	1900	4188	170	6000	13224
51	195	430	91	615	1355	131	1950	4298	171	6150	13555
52	200	441	92	630	1389	132	2000	4408	172	6300	13885
53	206	454	93	650	1433	133	2060	4540	173	6500	14226
54	212	467	94	670	1477	134	2120	4672	174	6700	14767
55	218	480	95	690	1521	135	2180	4805	175	6900	15208
56	224	494	96	710	1564	136	2240	4937	176	7100	15648
57	230	507	97	730	1609	137	2300	5069	177	7300	16089
58	236	520	98	750	1653	138	2360	5201	178	7500	16530
59	243	536	99	775	1708	139	2430	5356	179	7750	17081
60	250	551	100	800	1763	140	2500	5510	180	8000	17632
61	257	567	101	825	1818	141	2575	5675	181	8250	18183
62	265	584	102	850	1873	142	2650	5841	182	8500	18734
63	272	599	103	875	1929	143	2725	6006	183	8750	19285
64	280	617	104	900	1984	144	2800	6171	184	9000	19836
65	290	639	105	925	2039	145	2900	6392	185	9250	20387
66	300	661	106	950	2094	146	3000	6612	186	9500	20938
67	307	677	107	975	2149	147	3075	6777	187	9750	21489
68	315	694	108	1000	2204	148	3150	6943	188	10000	22040
69	325	716	109	1030	2270	149	3250	7163	189	10300	22701
70	335	738	110	1060	2336	150	3350	7383	190	10600	23362
71	345	760	111	1090	2402	151	3450	7604	191	10900	24024
72	355	782	112	1120	2468	152	3550	7824	192	11200	24685
73	365	804	113	1150	2535	153	3650	8045	193	11500	25346
74	375	827	114	1180	2601	154	3750	8265	194	11800	26007
75	387	853	115	1215	2678	155	3875	8541	195	12150	26779
76	400	882	116	1250	2755	156	4000	8816	196	12500	27550
77	412	908	117	1285	2832	157	4125	9092	197	12850	28321
78	425	937	118	1320	2909	158	4250	9367	198	13200	29093
79	437	963	119	1360	2997	159	4375	9643	199	13600	29974

NOTE: All calculations for km/h to mph and kg to lbs are rounded off. Your calculation may differ. If in doubt, use Tire and Rim Association recommendation.